

FALL RIVER LINER RAMS THE NEW HAMPSHIRE

The Commonwealth, from New York, with 1,000 Passengers, Hits Battleship Off Newport.

BOTH VESSELS DAMAGED

Crashing of Steel and Woodwork in Dense Fog Sends Men, Women and Children Scrambling to Decks.

Newport, R. I., July 7.—While groping its way through a dense fog in Narragansett Bay early to-day the Fall River Line steamer Commonwealth rammed the United States battleship New Hampshire near the Newport naval training station. Both ships sustained considerable damage, but no person was injured.

After unloading her passengers the Commonwealth proceeded to-night to New York, where she will go into drydock for repairs. The steamer Providence will take her place on the regular run. The New Hampshire has not yet received orders where to proceed to have her damage repaired.

The Commonwealth struck the New Hampshire stern and nearly on. The accident occurred at 4:25 o'clock. The Commonwealth was following its usual course on its trip from New York to Fall River when it crashed into the New Hampshire, which was lying five hundred yards from the battleship Kansas and one thousand yards from the flagship Louisiana, of the second division of the Atlantic fleet, to which it belongs.

Because of the heavy fog that prevailed during the night, fog whistles were sounded at intervals by the battleship. Before the lookout the steamer Commonwealth was almost upon it. The pilot of the steamer was signalled to divert the course, but before the ship could be turned aside the collision happened.

Passengers Thrown from Berths.

There was a crash of crumbling steel and cracking woodwork. The Commonwealth shook for a minute and then backed away. Crockery was knocked from the tables in the dining room of the steamer, the sleeping passengers were badly shaken and several of them were thrown from their berths.

Many of the one thousand passengers, awakened by the impact, scrambled for the decks to ascertain the nature of the trouble. Captain William P. Appleby and officers and members of the crew went to various parts of the steamer, informing the men, women and children that there was no danger and requesting them to keep calm and not to crowd the decks. It was daylight, and the passengers, reassured when they saw no signs of a serious accident, caused no disorder.

On the New Hampshire the crew immediately made ready for collision drill. The marines fell in with arms and perfect order prevailed. Captain James H. Oliver ordered the divers to make an examination of the battleship to discover the extent of the damage.

The Commonwealth's bow was stove in where it rammed the battleship. A hole several feet long was ripped in the woodwork on the steamer's starboard side, its guard rail was torn and its steel hull damaged.

Cut the Battleship's Stern.

The New Hampshire's stern was cut about the protective deck and stem. The after compartment was crushed through, the gun and berth decks were smashed and the captain's after cabin and the boiler room beneath were damaged. The divers reported no damage to the battleship's propeller, its rudder or engines.

The wireless operator on the Commonwealth sounded an "S O S" call after the crash and the message, received by the torpedo station at Newport, was sent broadcast. It was found after an examination of the steamer and the battleship that assistance was not needed.

Close by the two ships at the time of the collision were the Florida and the Louisiana, together with several scout cruisers and torpedo boat destroyers of the Atlantic first and second fleet divisions, which were ready to lend assistance.

After the accident the Commonwealth went into Newport Harbor, where the passengers were landed and sent to Boston on a special train.

Rear Admiral Aaron Ward and Rear Admiral Cameron McR. Winslow went aboard the New Hampshire during the day to examine the damage.

WARSHIP'S STERN CRUSHED

The New Hampshire Cannot Go to Sea Without Repairs.

Washington, July 7.—In an official report of the accident to the New Hampshire at Newport, Rear Admiral Aaron Ward, commanding the division of the Atlantic fleet to which the battleship belonged, said that the stern was much crushed to the water's edge and that the vessel needed extensive repairs and temporary work before going to dock. The ship cannot go to sea without some repairs, the report added. A board of inquiry has been ordered.

The New Hampshire is one of the finest vessels of the "new navy." She was completed in 1905, her sister ship being the first class battleship Connecticut, the flagship of the fleet. With a displacement of 16,000 tons and a speed of 18 1/2 knots, the New Hampshire mounts four 12-inch, eight 6-inch and twelve 3-inch guns and two torpedo tubes.

SOUND STEAMERS CRASH

But the Massachusetts and the Bunker Hill Finish Trips.

The Massachusetts, of the Eastern Steamship Company, arrived in port yesterday from Boston with a badly dented bow, having been in collision in a fog off Point Judith with the Bunker Hill, of the same line. The damage was not serious enough to hold her in port and she steamed again for Boston in the evening.

The vessel left Boston on Saturday afternoon at 5 o'clock at the same hour that the Bunker Hill started from here for Boston. Shortly after midnight they got into wireless communication with each other, and both reported running through thick fog. When off Point Judith each heard the other's whistle and reduced speed to stearage way, but they were unable to clear each other in the fog blanket.

A BIG OIL FIRE AT ITS HEIGHT.

The column of smoke that arose from the burning plant at Belleville, N. J., yesterday, was visible for many miles.



NO LET UP FOR STEEL MEN

Pittsburgh Plants All Too Busy for Summer Shutdown.

The Pittsburgh Courier says that the steel industry in Pittsburgh has announced that there will be no summer suspension of work. The Courier says that the industry is still keeping men at work at the blast furnaces, and that the industry is still keeping men at work at the blast furnaces, and that the industry is still keeping men at work at the blast furnaces.

NOT DEAD, BUT SLEEPING

Crash of Ice Rouses Helper in Undertaker's Refrigerator.

Henry Schmidt is a stable helper for the undertaking firm of Hirsch & Schwartz, in Willett street, which is on the East Side. Even the horses have fun with Schmidt, and as for the rest of the help—well, the life that Schmidt leads is not all roses and lilies-of-the-valley.

Y. W. C. A. ENTERTAINMENT

Summer School's Second One of Season To-night.

The summer school of the Young Women's Christian Association is now in full swing, and to-night the second of the Monday evening entertainments will be given in the assembly hall at the association's building, No. 7 East 14th street.

For New England, generally fair and clear, with a few showers in the afternoon. For the Middle West, generally fair and clear, with a few showers in the afternoon. For the South, generally fair and clear, with a few showers in the afternoon.

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BIG OIL PLANT BURNS

Belleville, N. J., Blaze Causes Loss of \$200,000.

TWO TANK CARS EXPLODE

Streams of Crude Oil, Menacing Nearby Buildings, Give Firemen Hard Fight.

Fire completely destroyed the oil refining and manufacturing plant of L. Sonneborn Sons, at Belleville, N. J., yesterday. Three buildings—a laboratory, the main factory and a paint shop—as well as a number of sheds, in which oil was stored in barrels, and two tank cars, all of which were converted into a mass of burning wood and oil less than half an hour after the fire was discovered. The loss is said to exceed \$200,000.

David Boyd, the manager of the works, was at Ocean Grove with his family when the fire was discovered. His home, adjoining the factory at the rear, was saved after a hard fight by the local firemen, but by the time he reached the scene, after being hastily summoned by telephone, the plant was in ruins. A shed in which was stored some five hundred gallons of benzine was saved because of the southerly wind that blew at the time.

It was shortly after 7 o'clock when Louis Van Houten, the chief clerk at the works, noticed a wisp of black smoke curling from under the eaves of one of the packing sheds. He ran to the building, and as he threw open the door he was met by a burst of smoke and flames. He called to his wife and she ran across the Erie Railroad tracks and through at Hillside Park, the resort between Newark and Paterson. Arriving at the box, Mrs. Van Houten told a valuable twenty minutes in sending in the alarm because of the absence of the key. When the Avondale and Belleville firemen finally responded, half an hour after the blaze was discovered, the whole plant was doomed.

A number of streams of water were thrown upon the oil, which ran in blazing brooks from hundreds of broken barrels, but it had the effect of only aggravating the fire. Seeing that it was useless to combat the blaze, Chief James K. Provost of the Belleville Fire Department, after turning in a second alarm, which brought out every available piece of apparatus between Newark and Passaic, ordered his men to confine their efforts to saving neighboring dwellings and manufacturing buildings.

A dense pillar of black smoke that was plainly visible within a twenty-mile radius brought thousands of spectators to the scene. Julius Roten, who is in charge of the New York office of L. Sonneborn Sons, at No. 262 Pearl street, arrived at the plant shortly after the flames gained headway. He directed a number of the company's employees in removing barrels from sheds. Several hundred were saved in this manner, but the main factory, which was a two-story frame structure, covered with a corrugated metal roof, was filled with barrels of oil. The structure work soon burned, leaving a miniature Mount Vesuvius in the basement.

Soon after the fire spread through the plant one of two tank cars, which had been run in on a siding from the railroad, exploded. The trucks on the second car were ablaze and the tank blew up a few minutes later. A gully at the side of the plant sawed a stream ran into the Passaic River, which, a hundred yards distant, became filled with blazing oil, and it required the efforts of several firemen to check it before it made its way to the river.

Scarcely half a mile away was a chemical manufacturing plant in which were several vats of nitrocellulose, and below that was the old Belleville waterworks. It was feared that the oil would spread over the surface of the river and set fire to the plant. The flames were extinguished in the brook, but for the rest of the day it poured a thick stream of crude oil into the Passaic.

The heat from the burning buildings was intense, and combined with the smoke, it had the effect of rendering several firemen unconscious. They were revived on the scene, but were unable to continue the unequal fight.

On a second railroad siding were two great tanks of coal, which became ignited and could not be extinguished in spite of tons of water poured upon them.

GIRLS AID TITANIC FUND

Chinese Miss of Twelve Worked for Dollar She Sent.

The woman's Titanic memorial, formed to honor the men who died to save women and children, has become one of the biggest institutions in Washington not connected with the government service. Employees of the memorial occupy offices in the United States Building, half a block from the Treasury Department, and are kept busy eight hours a day acknowledging contributions and tabulating receipts.

This great mass of routine work is handled at top speed, but fast as it is handled the girl operators from time to time every day stop long enough to toss aside some communication that is a study in human interest.

One of these arrived on Saturday. It was written by a twelve-year-old Chinese girl who works in a tea garden in San Francisco. It says:

Dear Woman's Titanic Memorial: I thought this was women's work, so I sent a dollar. I am a little Chinese girl—Ah Ying. Ying is Chinese for eagle. Twelve years old. I go to school during the day and serve tea in a tea garden in the evening. I earned and worked for that dollar. I sent it to Captain Smith. He went down holding a little child. Thank you. Yours truly, AH YING.

Another communication received the same day was from twenty-two little girls in the Orphan Home at Millford, Conn. They sent a contribution to the memorial fund, accompanied by a simple little note saying it was money that they had earned themselves.

When the great arch embodying women's tribute to the bravery of men is erected in the national capital at least a small part of the monument will represent the savings of many hundred little girls, most of whom are poor.

NOISY GAME MAY BE FATAL

Bottle Thrown at Boys Fractures Skull of One.

Samuel Greenberg, nine years old, of No. 1839 Third avenue, while playing in the rear yard of his residence yesterday was struck on the head by a milk bottle, which, according to the police, was thrown from a window in the house. The force of the blow rendered the boy unconscious, and he was taken to Harlem Hospital in a serious condition, suffering from a deep fracture of the skull.

It was said immediately after the accident that the boy had been admitted to the hospital that he would die as the result of the blow. Although the police made a thorough search through the house and questioned all the tenants they were unable to glean any information as to who threw the bottle.

Young Greenberg, with a number of companions, was playing in the yard. According to the police, the boys were making a noise and had been warned by some of the tenants in the building, which is a six-story double tenement, to cease.

MAGISTRATE HOLDS JANCOFF

Artist Must Answer for Macaluso Jewel Theft.

Christo Jancoff, a Bulgarian artist, accused of stealing jewelry belonging to Mme. Dellis, the wife of Antonio Macaluso, cabaret dancer, and who caused Macaluso to make a complaint at Police Headquarters, where Macaluso was recognized and arrested under an old indictment charging him with perjury in the Fischer-Hansen trials, was arraigned in the West Side court yesterday morning before Magistrate House and held in \$100 bail to await the action of the grand jury. Jancoff admitted taking the jewels, the owner of which was in court to testify against him.

The valuables, which Mme. Dellis, who is a singer, first said were worth \$1,000, have risen to the respectable figure of \$100,000. Mme. Dellis made a rough calculation in court and couldn't get the figure much smaller than that, although she tried. Mme. Dellis went on the stand and told what she thought of Jancoff. She said through an interpreter:

"We created him one of the family. He seemed to be gentle."

In answer to a question from Magistrate House she said that Jancoff knew everything that was going on in the house and where everything was kept.

The Bulgarian testified that a man who runs an employment agency heard that the singer had valuable jewelry, and suggested that the artist get hold of it. Jancoff stated that this man promised him \$50 for the jewelry. On the way to dispose of them Jancoff was arrested.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sunrise, 4:37; sunset, 7:32; moon rises, 11:00; moon's age, 23.

HIGH WATER.

Sandy Hook at noon yesterday, 12:54; Governors Island at noon yesterday, 1:08; Hell Gate at noon yesterday, 1:35.

WIRELESS REPORTS.

The New Amsterdam, reported as 253 miles east of Sandy Hook at noon yesterday, is expected to dock this forenoon.

The California, reported as 224 miles east of Sandy Hook at noon yesterday, is expected to dock this forenoon.

The Georgia, reported as 193 miles east of Sandy Hook at 3:10 p. m. yesterday, is expected to dock this forenoon.

The Lapland, reported as 336 miles east of Sandy Hook at noon yesterday, is expected to dock this forenoon.

The Holm, reported as 775 miles east of Sandy Hook at 8:30 p. m. yesterday, is expected to dock Wednesday forenoon.

INCOMING STEAMERS.

TO-DAY.

Vessel, From, Line, Date, Time, Agent.

*Zulia, Curaçao, June 28, 10:30 a. m., Red D. *Atlantic Prince, Port Spain, June 27, 10:30 a. m., Red D. *California, San Francisco, June 26, 10:30 a. m., Red D.

*Saratoga, Havana, July 4, 10:30 a. m., Red D. *Saratoga, Havana, July 4, 10:30 a. m., Red D. *Saratoga, Havana, July 4, 10:30 a. m., Red D.

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STEAMERS AT FOREIGN PORTS.

ARRIVED.

Liverpool, July 7, 10 p. m.—Corona (Br.), New York via Liverpool.

Fastnet, July 7—Mauritania (Br.), New York via Liverpool.

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